

Approved For Release 2001/03/05 : CIA-RDP82-00457R00

CENTRAL INTELLIGENCE GROUP

INTELLIGENCE REPORT

COUNTRY China

SUBJECT Economic Information: Railroads in Communist Areas, Manchuria

ORIGIN As stated

25X1X6

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DATE

INFO. As stated

23

DIST. 20 June 1947

PAGES 4

SUPPLEMENT

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25X1A6a [REDACTED] note: Recent frequent and extensive changes in the situation of Manchurian railroads render the following information valuable chiefly as background material.

25X1A6a [REDACTED] note: It is assumed that the Chung Chang Railroad referred to several times in this report is the Suifenho (131-09, 44-23) - Manchouli (117-27, 49-36) Railroad.)

25X1A6a [REDACTED] note: This line was formerly known as the Chung Tung Railroad (Chinese Eastern Railroad). It is now part of the Chinese Changchun Railroad and it is probable that it is also known to the Chinese as the Chung Chang Railroad.

Development of Main Lines by the Communists

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Source for paragraph 1: [REDACTED]

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1. Communists are concentrating on the development of the Harbin-Chiamussu line, their only line of communications with the Chinese Communist capital of Chiamussu (130-21, 46-48); the Harbin-Manchouli line, the only connecting link with the Soviets; and the Harbin-Tumen line, the only means of communication with the Korean Communists. The military high command has exerted great effort to utilize all rail materials taken from other Communist-controlled regions and from territories presently controlled by the Nationalists. For example, the rail line from Harbin south to the Sungari River, formerly double-tracked, has been made into a single track line and the excess materials have been used to construct a double track line to Chiamussu. A shortage of rails necessitates this shifting of materials.

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Source for paragraph 2: [REDACTED]

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2. Trains on the Soviet-controlled and Chinese Communist-controlled railroads leave Harbin on the following schedule:

- a. From Harbin to Wuchang (127-09, 44-55): One train leaves Harbin daily at 4:27 p.m. and arrives at Wuchang at 10:00 p.m.
- b. From Harbin to Mutanchiang (129-37, 44-35): There are three trains daily. One passenger train leaves Harbin at 6:00 a.m., one mixed passenger and freight train leaves at 11:00 a.m., while another passenger-freight leaves at 6:00 p.m.
- c. From Harbin to Manchouli (117-27, 49-36): There are three trains daily: one passenger train leaving Harbin at 5:00 a.m., one mixed passenger and freight leaving at 11:00 a.m., and another passenger-freight leaving at 4:00 p.m.

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Approved For Release 2001/03/05 : CIA-RDP82-00457R000600710009-2

Next Review Date: 2008

Document No. 1000600710009-2
NO CHANGE IN CLASS.
 DECLASSIFIED
Class. CHANGED TO: TS SC
DDA Name: 1 Apr 1978
DDA Reg. 1763
Date: 19 Apr. 1978 By: 027

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Source for paragraph 3:

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3. The railroad and bridges between Suihua (126-58, 46-38, directly north of Harbin), and Chiamussu were destroyed during the period of Soviet occupation. In order to facilitate communications, the "Chiamussu government" on 1 March issued an order for the railroad to be repaired. It is estimated that two months will be required to complete the repairs, which are being carried out with the aid of Soviet engineers.

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Source for paragraph 4:

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4. The Chinese Communists ordered that part of the workshop equipment of the Harbin Northeast Railroad Administration Bureau in Sankoshu (126-43, 45-48) [See State Department Map 10001, January 1946] be transported to Chiamussu early in October. However, the order was countermanded by a Soviet, Chulalov (romanization of Chinese phoneticization), Director of the Chung Chang Railroad Bureau. After much discussion, the Director of the Northeast Railroad Bureau, CHEN Yun (陳雲), succeeded in December in starting the transfer of equipment. This transfer was supposed to have been completed by the end of January. The Chinese Communists have ordered all workers above forty years of age to move to Chiamussu. Workers below this age or those who have families have remained in the Harbin workshop.

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Source for paragraph 5:

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5. Early in February the Communists collected metal scrap and foodstuffs in order to exchange them for eleven heavy type locomotives from the Soviets. On 11 March these locomotives were already running on the Pin-Sui (賓綏) Railroad. [note: This line runs from Harbin to Suifenho.]

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Sources for paragraph 6:

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6. The Chinese Communists have converted the original double-track line between Mutanchiang and Harbin into a single-track line.

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Source for paragraphs 7 ~ 8:

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7. One track of the double-tracked railroad between Harbin and Mutanchiang has been torn up and the rails have been moved to Chiamussu. The ties have been distributed among the workers, each person receiving eight. Transportation of cereals, wood, and ammunition is the main function of the railroad; passenger service is very limited.

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8. The first and second platforms of the Harbin railroad station are reserved by the Chinese Communists for the transportation of goods, mainly cereals and furs which are sent via Tsitsihar (123-55, 47-23) to Manchouli.

Destruction of Railroads South and West of Harbin

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9. The railroad tracks between Taoliachao (125-55, 44-53) and Tsaichiakou (126-08, 45-07) have been completely destroyed.

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10. The railroad tracks from Paichengtzu (122-52, 45-37) [south] to Chengchiatun (123-30, 43-40) and to Changchunling [?] have been partly destroyed.

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11. The railroad tracks have been completely destroyed between Shulan (126-48, 44-21) and Chiachio (127-20, 43-43).

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12. At present the railroad tracks from Wangyehmiao (122-01, 46-05) to Pailang (120-07, 47-18) are being destroyed.

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Source for paragraph 13: Chinese, [REDACTED]

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13. The stretch of the Changchun-Harbin railroad between Sanchanchiang (unlocated, no characters given) and Shuangcheng (126-18, 45-23) has been demolished and the rails have been transported from Harbin to Chiamussu. A seventy meter [? km.?] section of the roadbed was destroyed by ditches dug to a depth of ten (?) meters. All bridges were demolished.

Source for paragraph 14: Chinese, [REDACTED]

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14. The railroad between Sanchang (unlocated, no characters given) and Shulan has been entirely destroyed by the Chinese Communists and the rails have been sent to Harbin. Merchants who take this route must travel by horse cart.

Source for paragraph 15: [REDACTED]

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15. Machines used by the Chinese Communists for tearing up railroads were designed originally by the Soviet Planning Office ([REDACTED] note: No further information given on this Office). Twenty such machines were first built in the workshops of the Chung Chang Railroad Bureau. The director of these workshops, FAN Fu-lin (樊福林), and the vice-director, WANG Shu-liang (王樹梁), further improved the machines. Nine more were built at the end of January and were tried out on the railroad south of the Sungari River, with great success. The head of the Chung Chang Railroad Bureau, Chulalov (spelling based on Chinese phoneticization), and the Chinese Communist military authorities have granted money and special awards to FAN and WANG for their work. By early March, seventy machines had been built.

Repair and Construction of Railroads near USSR Border

Source for paragraph 16: Chinese, [REDACTED]

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16. At a conference held on 5 November 1946 at Chiamussu, attended by CHEN Shao-yu, political administrator of the Northeast Chinese Communists, and AO Tse-tung, a plan was formulated for the construction of a new railroad from Fuchin (131-59, 47-14) to Fuyuan (134-24, 48-22). Construction will begin in the spring of 1947.

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Sources for paragraph 17: [REDACTED]

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17. The double-track railway between Peian (126-22, 48-14) and Heiho (127-28, 50-15) and also the single-track railway between Ningnien (124-27, 47-47) (and Peian?) has been removed by the Soviets.

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Source for paragraph 18: [REDACTED]

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18. The railroad between Peian and Heiho, destroyed by the Soviet forces, was recently repaired by the Soviets somewhere between Heilapao [Blagoveshchensk 126-30, 50-17] and Yenwang [?]. The exact location of the repaired tracks is not yet known. The trains carry cereals principally.

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Source for paragraph 19:

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19. As of the middle of March the Soviet forces (?) were continuing to rebuild the 80-kilometer stretch of railroad north of Hsingshanchen (130-18, 47-20), and it is estimated that completion of the work will require two months. The terminus of the railroad is at Lopei (131-20, 47-42), directly opposite the Soviet town of Plocksnoye (spelling based on Chinese phoneticization) [Blagoslovennoye, 131-22, 47-46].

Soviet Control of the Railroads

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Source for paragraph 20:

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20. At the Harbin station roundhouse, guarded by Soviet employees, there are eight new locomotives, which are reserved for the Chung Chang Railroad Office and Soviet use only. It is believed that the engines are being reserved for urgent transportation needs.

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Source for paragraph 21:

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21. The gauge of the tracks between Harbin and Manchouli has been widened to enable the Soviets to transport goods to the USSR without changing trains. Whenever there is a rumor that Nationalist troops will enter Harbin, railroad workers gather and declare that they will narrow the gauge again if there is an opportunity. The Soviet authorities of the Chung Chang Railroad Bureau are aware of this hostile attitude.

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